ance with the above quoted rule is not required; and moreover, that such a compliance would not add to the security or efficiency of the said building for the purposes of the Metropolitan Buildings Act, do refer the same to the official referees."

The Referees determined, "that the wards of a hospital are rooms or apartments used for public congregation, within the meaning of the first recited Act, and that the stairs, landings, and floors in question *are* subject to the rule in Schedule C, part 6, as to fire-proof accesses and stairs to buildings of the third class."

WOODEN PENTHOUSES IN FORECOURTS.

A "pent-house," or projection of wood, was made to and in front of a butcher's shop, situate No. 1, Frederick-place, Kingsland. It consisted of three upright posts of wood, of the height of eight feet, fixed into the ground at a distance of eight feet from the front of the house, and supporting a flat roof covered with zinc; the length of such roof and cornice being 15 feet 3 inches; the width or extreme projection from the wall being 8 feet 3 inches; and the total depth of architrave and cornice being about 15 inches.

The district surveyor contended, "that inasmuch as the said 'pent-house' or projection is of wood, and projects more than 18 inches from the face of the wall, in a street of greater width than 30 feet, it is constructed contrary to the provisions of the Metropolitan Buildings Act, as laid down in Schedule E. And further, that although 'porches,' 'porticoes,' 'shop-fronts,' or 'open enclosures,' may stand beyond the general line of fronts in any street or alley, yet that they must be 'built of brick, tile, stone, artificial stone, slate, cement, or metal, or other proper and sufficient fire-proof materials, and must not be built so as to overhang the ground belonging to any other owner, or so as to obstruct the light and air, or to be otherwise injurious to the owner or occupiers of the buildings adjoining thereto, on any side thereof.' And inasmuch as the said projection is not built of 'brick, tile, stone, artificial stone, slate, cement, or metal, or other proper and sufficient fire-proof materials,' and inasmuch as such projection must, to *some extent*, obstruct the light and air of the adjoining property to the north, the said district surveyor contended that under these clauses of Schedule E, this projection must be considered contrary to the Act."

The owner said, "that inasmuch as there previously existed three posts, fixed in sockets, which supported an awning or covering of canvass; that as the said covering is solely for the purpose of trade, and as it stands solely on ground belonging to the house to which this addition is made (in fact, standing back 2 feet from the line of fence), and inasmuch as he can obtain the consent of the adjoining owner and occupier to the erection of this projection, he contended that it should not be considered as opposed to the provisions of the Metropolitan Buildings Act, or be considered injurious to individuals, or to the public."

The official referees awarded, "that the pent-house, or projection in question, not being a shop-front of wood, projecting only to the extent of ten inches as to its pilasters and stall-board, and one foot six inches as to its cornice, from the front of the building from which it projects, must be in every part thereof as to its component materials, and in every other respect, in conformity with the rule in schedule E of the first-recited Act, as to projections from external walls not forming part thereof."

LANDING PLACES.—PUBLIC STAIRS.

With regard to a certain wooden staircase, proposed to be erected from the flat, and against the terrace wall in front of Mr. Flight's house, situate at the east end of the Adelphi-terrace, and to abut on a warehouse situate on the Adelphi-wharf, Mr. Barron, builder, and the district-surveyor submitted a requisition, setting forth, that "the said staircase is proposed to form a communication between the said flat, or terrace, and the thoroughfare beneath the same, and is intended to be used for the accommodation of the public frequenting the steam-boat pier in connection therewith; that the district-surveyor was of opinion, that inasmuch as the said staircase would overhang and cross the public way, such staircase ought to be built of incombustible materials; and, moreover, that being for the use of the public who might congregate thereon in large numbers, the same must (as prescribed in schedule C, part 6) be wholly supported, constructed, formed, made, and finished fire-proof. Now the said William Barron being of opinion, that the works in question are not (except as regards any operation to be performed to the buildings in connection therewith, irrespective of the construction of the said staircase) liable as to their dimensions and materials to the rules of the said Act, but that the said works, being in the nature of a bridge in connection with two buildings, are works falling within part 1 of schedule B of the said Act, and in respect of which no specific rules are prescribed in the said Act; and being further of opinion, that if the said works are made sufficiently strong, no danger is to be apprehended on account of the materials thereof, we do hereby refer the matter to the said official referees, and request them by their award to determine,—

1st. Whether the works in question are liable to the rules of the said Act in respect of the materials thereof, and to the supervision of the surveyor of the district, or whether such works do not come within the scope of schedule B, as aforesaid; and,

2ndly. Whether, if such works are within the said schedule, the same may be built of the materials and in the manner proposed, subject to the special supervision of the official referees, as provided under sections 7 and 16 of the said Act."

The official referees awarded as to the first question, "That the works in question are not liable to the rules of the Metropolitan Buildings Act, in respect to the materials thereof, nor to the supervision of the surveyor of the district, except as to any operation, in connection with the proposed constructions, which may affect the walls of buildings which are liable to his supervision, but that such works come within the scope of schedule B, as being in the nature of a bridge.

"As to the second question—That such works being within the scope of schedule B, the same may be built of the materials and in the manner proposed, subject to the special supervision of the official referees under sections 7 and 16 of the said Act." Expenses to be paid by Mr. Barron.

ILLUSTRATIONS OF ANCIENT ARCHITECTURE,

IN THE LINE OF THE GREAT WESTERN RAILWAY.*

NEAR Oxford, and in the lower part of the Vale of Berks, the Norman style is perhaps more frequent than elsewhere, and in the neighbourhood of Bath and Bristol the perpendicular style prevails. When present, the Norman is most commonly confined to an occasional door or window, to the arch between the nave and the chancel, to the font, or to the lower parts of the walls. Whole churches of the early English, as of the Norman period, are not common. This style appears in such additions as chapels and chancels, lancet windows, and in the double or triple east window sometimes inserted into a Norman chancel. There are some good fonts of the early English period. Examples of the transition into this style from the Norman, and which prevailed at the end of the twelfth and beginning of the thirteenth centuries, though very curious, and not very uncommon, are not always graceful; and it is a marvel how the most elegant of the styles should have arisen from so unpromising an origin. A complete decorated church is a rarity; but detached examples of the style are extremely common. The older parts of the nave, the aisles, the piers and arches between the nave and aisles, are frequently decorated, as is commonly the piscina on the south side of the altar, and the stone stalls that accompany it. The best monumental effigies are of this period; carved armorial bearings, enamelled tiles, stained glass, are rarely earlier; and there appear occasionally a few windows of singular beauty in the transition style between the early English and the decorated, which marked the last thirty years of the thirteenth century. During the next period many new buildings were constructed, and probably an equal number were rebuilt. It is very rare, indeed, to find a church containing no work in the perpendicular style; it commonly forms three-fourths of the whole: frequently, indeed, the font, the arch into the chancel, or the lower part of the walls, are the only remains of the older building. To this period is due much of the tabernacle or carved wood-work of rood-lofts and stalls. The porch is rarely earlier than the decorated, and most commonly in the perpendicular style. The crosses in the church yards are generally perpendicular.

It should be observed, that the system of pronouncing upon the date of a building from the evidence of its style, proceeds upon the assumption that the builders adhered to the style of their own age, and did not imitate, either in additions or repairs, the styles of the ages preceding them. This assumption is no doubt generally well founded, but now and then an example occurs in which the rule appears to have been violated. Such a case is found in the district under consideration at Dorchester, where a small round-headed Norman niche, with a bold chevron moulding, appears in one of the decorated buttresses on the north side of the chancel. It would seem, moreover, from the disposition of the stones, that the niche has not been removed and inserted from the wreck of an older structure, but has actually been executed in the decorated period. A case, apparently at first sight parallel to this, occurs at Iffley, between Dorchester and Oxford. Here the Norman chancel has been lengthened by an early English addition, and in the apex of the new gable is a decided Norman niche. In this case, however, it seems probable that the niche stood in the original Norman gable, and was removed and replaced with the other materials of the wall when the chancel was lengthened. It has also been supposed that the well-known Deans'-gate, at Bristol, has been reconstructed in the days of the perpendicular style, to replace an original Norman work. There seems, however, no sound reason to regard this supposition as well founded.

In examining doorways, and especially those of Norman date, care should be taken not to confound an addition with the original work. The arch stones or voussoirs of these doors commonly run the whole depth of the arch, including all or most of the mouldings, whereas the label or dripstone, and sometimes the outer moulding, is composed of a distinct set of stones, fitted upon the convexity of the regular arch. This separation enabled the repairers to remove and replace the dripstone, without disturbing the arch. Thus at Bristol, the whole of the work above the Deans'-gate, down to the stones of the arch, is of perpendicular date; and a similar repair appears to have been performed upon the chancel south door at Ipsden; and in the addition of a decorated dripstone to a Norman doorway at Warborough. Sometimes, as in the south door of Whitchurch, near Pangbourne, and in the north door of Bitton, near Bath, the large Norman opening is filled up with a later and smaller door-case.

The following churches, all standing within an easy distance of the railway, will be found to present the most perfect examples of the several styles.

Of the Norman, Upton-Chalvey, the parish church of Slough; the nave of Clewer, near Windsor; the ruins of Reading Abbey; the south door and parts of the nave of Caversham; the font of Mapledurham; the south and very curious door of Tidmarsh; the font, south door, and chancel, north wall, of Compton; the font, nave, and north aisle of Stanford-Dingley; the nave, part of the chancel, and font of Frilsham; parts of the nave and the south door of Whitchurch; the tower, nave, and chancel of Goring; the north door of Moulsford; the nave, north door, chancel, and font of Newnham-Murren; the fonts of Benson and Nuffield; the chancel of Checkendon; the font and parts of Ipsden; the whole of St. Leonard's, Wallingford; the nave and chancel of Crowmarsh; the tower, nave, and transepts of Cholsey; the south door, nave, and parts of Aston-Tirrold; much of Aston-Upthorpe chapel; the greater part of the nave of Blewberry; the chapel of Upton; the south door of Brightwell; the chapel of Satwell; the north and south doors, and a north window at Appleford; the western end of the north aisle at Dorchester; the church of Sandford; the tower, part of the nave, and the font at Sutton-Courtney; the south side of the nave at Chilton; the font of East-Ilsley; the old font a-

* From "History and Description of the Great Western Railway, including its Geology, &c.; with numerous Views." See p. 249, *ante*. Bogue, Fleet-street.

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